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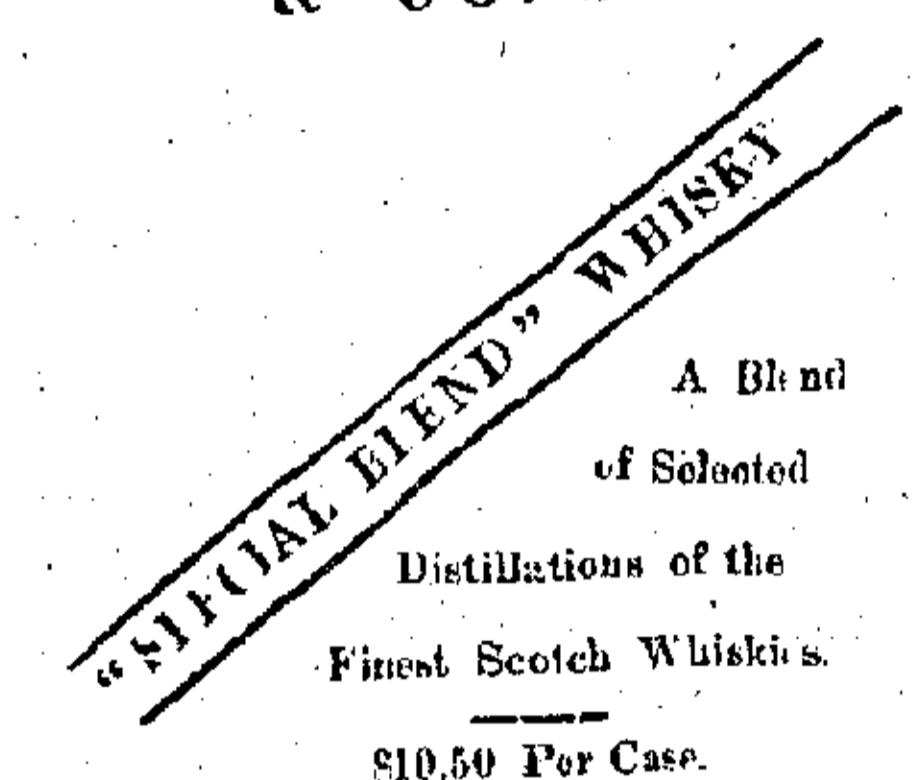
No. 14,817 號七百八千四萬一第 日六初月九月壹十三號光 HONGKONG, WEDNESDAY, OCTOBER 4TH, 1905. 廿肆年 號四月十年五零百九千一英港香 PRICE, \$3 PER MONTH.


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[18342]

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Hongkong, 1st October, 1905. [18412]

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Hongkong, 12th July, 1905. [183]

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Hongkong, 17th May, 1905. [122]

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Hongkong, 22nd December, 1902.

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Hongkong, 28th September, 1905. [1866]

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15, QUEEN'S ROAD CENTRAL.

Hongkong, 27th September, 1905. [187]

STATE EXPRESS CIGARETTES 555.

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Hongkong, 27th May, 1905. [18299]

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All letters for publication should be written on
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No anonymously signed communications that have
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HONGKONG OFFICE: 10A, DES VOEUX ROAD CL.
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The Daily Press.

HONGKONG, OCTOBER 4TH, 1905.

EXCHANGE showed one side of the discon-
certing effect of the unexpected peace
terms, and particularly the Yokohama
quotation, which is now rapidly going back
to its normal level. Evidently the public
faith in the financial future of Japan has
been too strong to suffer more than a
momentary wavering. The views of critics
on the spot are, however, likely to be of
interest for some time to come; and just
now these are characterised by a considera-
ble variety. The *Japan Chronicle*, which
alone among the foreign newspapers appears
to have any real insight into financial
matters in that country, devotes a leading
article to an argument that the loss of the
expected indemnity will stimulate, rather
than retard, industrial progress. Japan's
intention to consolidate the foreign debt
with a view to reducing the annual interest
payments is, of course, temporarily
frustrated; but our contemporary adduces
historical examples to show that that
advantage-consolidation-would not come
undiluted. The result upon trade and
finance in Japan, after the receipt of the
Chinese indemnity, was "by no means
healthy." It encouraged wild speculation,
the flotation of numerous "bubble"
companies, "and the immediate result
was overtrading and disorganisation of
commercial and industrial finance." This
is not based, as one might hastily
conclude, on the erroneous assumption
that the Chinese indemnity payment
flooded Japan with a surplus currency.
It was the news, the credit, of the indemnity,
that inspired the reckless enterprises

of 1895-6. In our contemporary's words: "The knowledge that Japan had brought a successful war to a conclusion by imposing an indemnity on the defeated country, combined with the elation which a successful war produces, undoubtedly did much to encourage reckless trading, so that a year or two after the war Japan had to undergo a financial crisis such as invariably follows over-production and speculation."

This leads inevitably to the suggestion that, Japan having brought a successful war to an unsatisfactory, or at least disappointing conclusion, the tendency now will be all the other way, towards stagnation of enterprise, a forecast not accepted or entertained by our contemporary, although it admits that "for the time being business is checked and trade depressed." The *Yi-ji* appears to think that bad as things are now, the outlook is worse; and attaches pessimistic importance to the calculation that Japan will now and for some time to come have to pay away in interest every year the sum of \$4,200,000 yen. The *Yi-ji* considers that if new bonds should be issued to replace those outstanding, and none be redeemed, the national credit must be affected; but this is not so certain as it appears. If the prognostication of the *Chronicle* be correct, that the indemnity disappointment (which it says was not the real disappointment of the settlement) will breed a wholesale caution, and nothing worse than the *Yi-ji's* vision of dwindling revenue and swelling liabilities need not be seriously considered. It is a truism to say that commercial progress of a regular and continuous sort is better than "spells of feverish speculation followed by periods of corresponding depression." Unfortunately, it might as usefully be said that a constant depth of water on the sill would be better than high and low tides; or a perennial autumn better than the alternating seasons. Trade is a little beast, affected by every rumour as readily as is the mercury in the tube. What is to the purpose now is to note that Japan and, incidentally, its investing friends are not to lose the benefits that should naturally accrue from the substitution of a lasting peace for a lengthy war. There has been no "panic," no violent fluctuations; and we have reasonable confidence in endorsing our contemporary's belief that "there will be a steady revival of trade." A national debt is not the unmixed evil that some old-fashioned-testators appear to imagine; and Japan will stand in good company while her credit remains pledged. Japan's credit is not impaired by the peace terms; and her prospects are better than they were before the war.

It is stated that the Nippon Yusen Kaisha is about to conclude contracts with Clyde ship-builders for eight new liners. The Manila *Chronicle* is a credible witness, the Tibet affair is still unsettled. Telegraphing on Sept. 26 he says: "China rejects the Tibetan treaty by which Tibet binds herself to certain obligations in favour of Great Britain. After Colonel Younghusband, the leader of the British Tibetan expedition, had beaten Tibet into submission, and had returned from Lhasa, England forced Tibet into a treaty which China claims is directly against Tibet's obligations toward China. China demands that Tibet remains as before, a vassal to her."

It is stated in Shanghai Mandarin Circles that the Board of Revenue has appropriated the sum of half a million taels as the first instalment towards the capital of a Bank on modern foreign lines, to be styled the Hupu Yinhang, or Bank of the Board of Revenue. The Head Office of the Bank will, of course, be in Peking, and branches are to be established without delay in Shanghai and Tientsin. For the present, the new institution is only on trial, so that should the bank "take," more capital will be introduced; if not, the bank will be closed and wait for better times.

Genilie Cave-Brown-Cave, son and heir of Sir Myles Cave-Brown-Cave, the eleventh baronet, is said to have been lately constructing pavements in Kansas City. He has been under fire, receiving the distinguished service order medal at Tientsin, in the Boxer rebellion. After leaving the army he entered the service of a New York firm, and until a year ago remained in their service, hunting big game in the East. Finding that the East did not agree with him, Mr. Cave-Brown-Cave went to America, and until taking to stone work was cow-punching in the wilds of Arizona. He has lately been left £10,000.

The British Human Mine Syndicate Limited, has been registered, with a capital of £1,300,000, in 10,000 ordinary shares of £1 each, and 6,000 deferred shares of £1 each. Its object is to adopt an agreement between L. Spitzel of the first part, S. Noumann and Co. of the second part, Farcar Brothers of the third, part, and this company of the fourth part, to acquire lands, mines, and mineral and other properties and rights in the provinces of Hunan and Szechuan, China, or elsewhere, and to carry on the business of general miners, smelters, smelters, and reducers of ore and minerals, &c. The first directors (to number not less than three nor more than seven) are C. Pakeman, L. Spitzel, and E. M. Clarke.

If the public will insist on ruining their health with low-priced, coarse, packed tea, it will not be without warning from the heads of the medical profession, suggests a Lover of Quality. The latest counsel is from Dr. Tebb, the Public Analyst for Southwark, who sums up as follows: "The counsel of perfection is to use China tea; pour the water off the leaves immediately it is infused and drink moderately." The Chinaman, the pioneer of tea, drinks his without the modern adjuncts of milk and sugar, and if consumers would try their tea in this way, as they do their wines, many would not touch the coarse decoctions which can only be made palatable by counteracting their nauseous flavour with wholesale additions of milk and sugar."

Mr. Anderson, American Consul at Amoy, points out a serious mistake now being made by parties incorporating under foreign laws for the purpose of doing business in China. He notes that a company is being organised at Manila to carry on trade in fertilisers along the Chinese coast. This company is practically composed of Americans, and will deal very largely in American products. But it is to be organised under the laws of Hongkong, a British colony, because of the fact that the terms granted in Hongkong's charters are more liberal than can be had in any of the States of the United States with one or two exceptions, and can be had at much less cost and with much less trouble and expense. The practical result is that American enterprises are being organised under foreign auspices.

American papers reported on September 29th that the Suez Canal had then been clear four days, "the sunken steamer having been raised." They suggested that "the story was a canard to bear the freight market." The mendacious report of the raising was doubtless an attempt to "bully" it.

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TELEGRAMS.

[REUTER'S SERVICE]

GERMANY AND RUSSIA.

LONDON, 1st October.

There is much comment in the German and Russian newspapers concerning the new close rapprochement between the two empires as rejoinder to the Anglo-Japanese alliance, and an attempt is being made to connect the proposed visit of Signor Tettori to Prince von Buelow at Baden-Baden, with a plan for the reconstitution of the balance of power.

The Kaiser has personally decorated M. Witte with the Grand Cross of the Red Eagle.

The suggestion of a Russo-German alliance is received with coolness in Russia, many of the prominent papers, including the *Novosti* and the *Ross*, advocating an understanding with England in preference to an alliance with Germany, which they think will involve Russia in fresh difficulties.

AUSTRIA-HUNGARY.

LONDON, 1st October.

Proprietary utterances by the Austrian Premier, and other influences, are contributing to appeal to the more moderate Hungarians and to separate them from the coalition.

The Hungarian coalitionists are arranging a great torchlight procession for the 3rd inst., to march past the Kossuth Club, and the Socialists are arranging a simultaneous counter demonstration; the police are taking extensive precautions to prevent a fight.

THE SUEZ CANAL.

LONDON, 1st October.

Traffic will be resumed by all ships in the canal about the 8th instant. The stoppage is due to the damage done by the explosion on board the *Challan*.

EXCITING AFFAIR IN THE HARBOUR.

COOLIE SHOT BY A POLICEMAN.

A sensational affair, fraught with fatal consequences to a coolie, took place in the harbour early on Monday morning. About 5 o'clock a coolie shot No. 457 was patrolling in the police pinnace near Wan-chai he noticed several coal boats proceeding in a rather suspicious manner. On his giving chase, the boats attempted to get away, but he came up with one and boarded it. He discovered a quantity of what was apparently stolen coal, but he was not allowed to pursue his investigations further. The boatmen assailed him vigorously, and he was knocked overboard. While in the water they attempted to beat him with boat hooks and oars, but he had the presence of mind to dive and get beyond the reach of their weapons. Then, treading water, he fired his revolver with the intention of shooting over their heads and frightening them. The bullet, however, lodged in the abdomen of one of the boatmen, who was taken ashore, bled to death in the hospital the same evening. One of his assailants was arrested by the coolie, and he was brought before Mr. F. A. Hazlak at the magistracy yesterday morning charged with attempting to murder the policeman. He was remanded till Friday afternoon.

LOCAL SPORT.

FOOTBALL.

A friendly match took place yesterday afternoon between the R.A.M.C. and the Y.M.C.A. teams at Causeway Bay. The game was closely contested throughout and was watched by a large number of spectators. The result was a win for the Y.M.C.A. by one goal to nothing.

HONGKONG CRICKET LEAGUE.

At the adjourned annual general meeting of the Hongkong Cricket League, held last evening in the Colonial Secretary's office, the secretary, Mr. W. Ager, reported that the following Clubs had entered for the 1905-6 Competition:—Craigeugower, Hongkong C.C., A.C. Civil Service, Hongkong Police, Kowloon, Royal Engineers, Army Staff, and Royal Garrison Artillery.

The following alterations and additions to rules were made:

Rule 13. If a definite result be not arrived at play shall continue till 6 p.m. in October, February and March, 5.45 p.m. in November and January and 5.30 p.m. in December. But if both umpires be agreed that the light is unfit for play, stamps shall be drawn at the time they shall decide.

Rule 17. No player whose name is in the list drawn up by the Hongkong Cricket Club of players debared in the H.K.C.C. team playing in the League is eligible to play for any other Club in the League.

Rule 18. The Committee shall have power from time to time to alter, add to and amend the Rules and By-laws of the League by giving notice to the Secretary who shall notify each member of the Committee of the same, provided that 14 clear days' notice of any proposed alteration, addition or amendment have been given to the Secretary and each member of the Committee. Any alteration, addition or amendment made shall be notified at once to the Committee representative of each League Club.

Rule 19. The decision of the Committee shall in every case be final. Latest M.C.C. Rules to be observed in all cases.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on the 3rd October at the Board Room. Hon. Dr. F. Clark (President) presided, and others were also present: Major Josling, Dr. W. W. Pearce, M.O.H., Mr. A. Ramjahn, Dr. Marfarlane, Mr. H. W. Slade, Mr. F. J. Badeley, Mr. A. W. Brown, Mr. Lai Chu Pak and Mr. G. A. Woodcock (Secretary).

DEFICIENT EXTERNAL AIR.

An application was made for a modification of the requirements of section 153 of the Public Health and Buildings Ordinance (1903) in respect of Nos. 41 and 43 Hillier Street.

The M.O.H. reported that although the street was nearly 13 feet wide he could not recommend the granting of the application for the following reasons:—The houses were four-storey houses, and were opposed by four-story houses across the street. The neighbourhood was a very congested one, and the houses were, as it were, in the bottom of a pit. The ground falls very rapidly down from Hollywood Road across Circular Pathway to Queen's Road, and therefore the houses in question were not well situated for efficient ventilation.

On account of this report the Board previously refused the application.

The further application forwarded by Messrs. Palmer and Turner, architects, in respect of these houses stated that to comply with the ordinance and obtain external air to these houses, it was necessary to set back the external walls for a distance of eight feet, a space so small that it was questionable if the houses would be at all improved thereby as regards light and air. As an alternative to setting back the front walls a modification could be granted for the first and second floors; omitting the ground floors, which the owner was prepared to close for living purposes.

The PRESIDENT—This, gentlemen, is an application for permission to cut a lane 12 feet 4 inches wide as external air. The Medical Officer of Health still sees no reason to modify his previous report, and I move that this further application be refused.

The motion was seconded and carried.

WATER ANALYSIS.

The report of Mr. Frank Brown, Government Analyst, states that the water supplies contain fresh, pure water of excellent quality.

BAT RETURN.

For the week ending 23rd ultimo, a total of 607 rats was caught, of which 20 were infected. Out of 652 caught for the week ending 30th ultimo, 22 were infected.

M A C A O.

[FROM OUR CORRESPONDENT.]

2nd October.

THE ROYAL BIRTHDAY.

The event passed off without much display on the 28th ultimo. At 9.30 in the morning there was the Te Deum in the Cathedral, and at 10.30 H. E. the Governor held a reception at the Government House which was attended by all the officials and public servants, the consuls, and the commander and officers of the British torpedo boat destroyer *Janus*. Mr. Ponsonby, the private secretary of Sir Matthew Nathan, came over especially to congratulate our Governor on behalf of our Governor. A guard of honour was posted in front of the Government House during the reception. At noon a royal salute was fired from the Monte Fort, and at 4 o'clock H. E. the Governor gave a garden party at Fiorn, which lasted till late. Though the weather was unfavourable, tennis was indulged in by a few ladies and gentlemen. They had to give it up after a few games as rain began to fall in torrents.

THE FANCY FAIR.

The Fancy Fair of last Saturday and Sunday was not successful as it deserved, the influx of patrons was not great, and a good many of the prizes were still on the stands at the time of the closing of the bazaar. The unfavourable weather was partly responsible for the non-success of the fair. I hear also that the object for which the bazaar was promoted did not meet with the approval of a good many of the Macao residents, so that this also would account to a certain extent for its non-success.

THE EARTHQUAKE AGAIN.

Another shock of earthquake was felt here at a quarter past twelve on Monday morning, but I have not heard of any damage done.

DEATH OF A WELL-KNOWN RESIDENT.

On Saturday morning Mr. Fermínio Machado Mendonça died after having been ill for some time. The deceased gentleman was employed by the Opium farmer, and was well-known and respected by many of his own countrymen and the Chinese. Mr. Machado was a member of the Local Senado and of the Board of Directors of the Santa Casa de Misericordia. He leaves a widow, two daughters and a son to mourn his death.

DR. GOMES DA SILVA.

Dr. Gomes da Silva, our Colonial surgeon, is very ill.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 3rd at 11.45 a.m. The barometer has risen at all stations.

The area of high pressure has spread Eastwards, the highest readings now being found over the Gulf of Pochili.

Pressure is still relatively low over the Pacific to the S.E. of Formosa, and gradients continue rather steep with very strong monsoon in the Channel. Fresh to strong N.E. winds may be expected over the N. part of the China Sea.

Forecast:—Moderate N.E. winds; fine.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 1st October.

A BIG BOMB.

At seven o'clock on the evening of the 24th ultimo a band of over one hundred robbers raided the Pak Kan village in the Shum-tak district. The robbers were well armed and experienced no difficulty in terrorising the unfortunate inhabitants. After ransacking over fifty houses, they left in the early hours of the morning carrying away with them, booty valued at over thirty thousand taels; mostly jewellery and silk. The Shum-tak magistrates reported the matter to the Viceroy, and a large number of braves have been despatched to capture these daring desperadoes. Shum-tak, being a rich district, is overrun by these bandits, who appear to be particularly active just now. So far no arrests have been made.

CHANGE OF CITY GUARDS.

Hitherto the old walled city has always been guarded by the Governor's soldiers, but they have just been disbanded and are being replaced by Viceroy Shun's own forces.

CHINESE MINISTER FOR HOLLAND.

In order to promote trade between Holland and China, the Dutch Government has recently asked the Imperial Government to send a representative to their country. Hitherto the administration of all affairs connected with Holland was entrusted to the Chinese minister at St. Petersburg. The Wai-wu-pu has accordingly decided to open a Chinese Legation at Amsterdam and the necessary funds are being raised for the maintenance of a permanent minister there.

NEW MINISTER TO AUSTRIA.

Minister Yang, a brother of Yang Taotai, the able Chinese Minister at Tokyo, having been transferred to another important post, Li Ching Mei, seventh son of the late Li Hung Chang, has been appointed to take his place at the Austrian Court. Li Ching Mei is a comparatively young man. He is a thorough Chinese scholar and speaks fluently both French and English.

KOWLOON CANTON RAILWAY.

It is reported that Mr. James Scott, H.B.M.'s Consul-General at this port, has lately been pressing Viceroy Shun in respect of the building of the Kowloon-Canton Railway.

This question has been taken very much to the fore of late. The firm stand taken by His Excellency Sir Matthew Nathan, Governor of Hongkong, and the energetic steps taken by Consul General Scott here, lead us to hope that the construction of this important line will be commenced at an early date. Meanwhile despatches are being exchanged on the matter.

The following is a translation of a dispatch recently sent by Viceroy Shun to His Excellency Cheung Put-eh, minister of railways and mines in China:

"With reference to the important subject of the building of the Kowloon-Canton Railway, which the British people decided to undertake a few years ago. A draft agreement was drawn up between Sheng Sheu-wai, Minister of Railways and chief director of the railway company, and the British firm of Ye-wo (Jardine Matheson & Co.) in the 25th year of Kwan g Hsu. The British people are now urging us to commence the building of this line. They desire us to raise a loan and join them in the construction of the line. I have repeatedly telegraphed to the Wai-wu-pu and also to Sheng Sheu-wai, requesting them to devise means to prevent this important railway line falling entirely into the hands of foreigners. It is absolutely necessary that the funds required for construction work should be raised by the Chinese themselves in order to secure the right of control on the railway. Many telegrams have been exchanged between us on this matter. A demarcation of the boundary line of the British concession in Kowloon has already been decided upon and the British people will only build that section of the line which runs through their land. The other section which runs from the Kowloon boundary to Canton must be built with funds raised in the Kwangtung Province. When both parties have completed their respective lines they will be linked together. I have received a telegram from the Wai-wu-pu, stating that they have communicated the matter to Sheng Sheu-wai and that he has been requested to discuss the matter in earnest with the British Minister in Peking. The telegram also authorizes me to hold firmly to the view I have taken in this matter and to enter minutely into the details of the affair with the British Consul. From enquiries made I have discovered that the Kowloon-Canton railway is a very important undertaking and no matter how the line is to be constructed, the funds required for its construction must be raised by ourselves so that we may not lose our right of control. The distance from Canton to the Kowloon boundary is about one hundred and ten English miles. The money required for land purchases and construction work will amount to a huge sum. Unfortunately the provincial coffers are far from overflowing and it is almost impossible for the Government to find the enormous sum necessary. We shall be compelled to call upon the gentry and merchants for assistance in the matter by requesting them to float a company for the carrying out of the scheme and thus save appearances. The high reputation which Your Excellency has always held leads the gentry and merchants of the Kwangtung Province to look to you for assistance. You have orders, moreover, to a portent railway and mining matters in Fukien and Kwangtung and the task of forming a company is an easier matter for you on account of your high position and great power. I have, therefore, communicated this matter to you that you may enquire into the details of this affair, find out the cost of the work and devise means for the formation of a company to raise the funds necessary to carry the scheme through successfully and to report same to me."

MARINE MAGISTRATE'S COURT.

Tuesday, 2nd October.

BEFORE MR. BASIL H. TAYLOR (MARINE MAGISTRATE).

NEGLECT OF DUTY.

Captain Fairley of the British steamer *Nithsdale* charged John Patterson and James Montague, able seamen of the said vessel, with continually and wilfully neglecting duty on the high seas since 6th September last.

Defendants pleaded not guilty.

Captain Ireland Fairley said the defendants went off duty on the 6th September, stating that they were sick. The ship was then at Rangoon, and he had them examined by a legally qualified doctor, who stated that nothing was wrong with them. He took them to the Shipping Master at Rangoon and wished to sign them off, but this the Shipping Master would not allow. He told the captain to take them before him and he would see what was wrong. Montague took Montague ashore, where he was examined by another medical man who also said there was nothing the matter with him.

On the 20th ultmo, the day after leaving Rangoon, Patterson complained of the food, used insulting and impudent language and defaced the chart. Since then both men had generally neglected their work. On the 24th ultmo both men went on the bridge in a very mutinous manner and used theats.

The captain here produced his log, in which, under date of 29th September, he had made the following entry:—These two men continue their policy of doing as little work as possible; they do about half-an-hour's work in their four hours' watch.

Seaman Montague—Did we not do our work properly on board the ship?

Witness—No.

Patterson said he did not neglect his duty. He was not fit to do it through rheumatism brought about by want of awnings.

Montague said he was unfit for duty on account of the hardships he had to bear. It was impossible to sleep in the fo'c'sle where he was berthed, as it was too hot. There were no awnings up, and when it rained he got wet through.

Charles Davis, chief officer of the *Nithsdale*, did not consider that defendants performed their duties in a proper and seamanlike manner; he was of opinion that they were guilty of neglect of duty generally.

Questioned by the captain, witness said that when all hands were trundling coal in the bunkers, the defendant, Patterson, did not do his work in a proper manner. Montague was at the wheel at that time.

To Patterson.—You were in the bunker part of the time.

Seaman Montague—Can you state some specific case of my neglect of duty?

Witness—You took one hour and fifty minutes to paint fifteen feet of steam pipe cover, whereas you should not have exceeded twenty minutes.

Seaman Brotton and Everling, who were called for the defence, stated that defendants did their work properly.

His Worship thought otherwise. He considered the charge proved, and that defendants' conduct had amounted to wilful neglect of duty. He sentenced each defendant to four weeks' imprisonment with hard labour, and ordered that each forfeit twelve days' pay. Should the *Nithsdale* be in port when defendants are released, they would be placed on board again.

POLICE COURT.

Tuesday, 3rd October.

BEFORE MR. F. A. H. ZELAND (FIRST POLICE MAGISTRATE).

DESTITUTE.

An Italian seaman, whose ship had been captured by the Japanese during the war and who had been detained in that country till May, was brought up on the charge of being a vagrant. "No work, no money, no nothing," was his plaint, and he was committed to the House of Detention, pending the time when he would be sent home by the Italian Consul.

DESTITUTE MORTAR.

Mr. T. L. Perkins, Building Authority, proceeded against Ming Kow, contractor of No. 75 High Street, for using mortar to lay the required standard in the erection of a boundary wall on the premises of Messrs. Marnford and Cridgeford, at Robinson Road, West Point.

Mr. C. E. H. Beavis (of Messrs. Wilkinson and Grist) appeared for the defendant, who pleaded not guilty.

Mr. Perkins informed his Worship that he had made a 28 days' test of the material used by the contractor, and found it to be of an exceptionally bad quality.

Mr. Beavis raised the technical point that the wall, being a boundary wall, did not come under the section of the ordinance under which the prosecution had been taken out.

His Worship held that it did, and imposed a fine of \$200.

BEFORE MR. G. N. ORR (SECOND POLICE MAGISTRATE).

ANOTHER CAPTURE OF GAMBLERS.

As the result of a police raid on the house, No. 12 East Street, on Sunday night Detective Inspector Hanson charged 13 coolies with gambling. Chan San and Chan On, the keepers, were fined, the former \$40 and the latter \$20, and the remainder were fined \$3 each, with the exception of the ninth man who had to pay an extra dollar for spitting on the floor.

A LASTING PEACE.

The Times on September 1 said:—It was suggested at Portsmouth the other day that the influence of England had powerfully contributed to the conclusion of peace. There is reason to believe that the suggestion is true, though not in the obvious sense which the Russian who threw it out sought to convey. A new agreement between England and Japan was signed in London on August 12. The text is not yet published, nor can the scope and character of the treaty be indicated, save in very general terms. We believe, however, that it will be found to have broadened the basis and extended both the scope and the duration of the alliance established by the Anglo-Japanese agreement of 1902, and to have provided effectively for the maintenance of the territorial status quo in Asia, and for the protection of the interests of both contracting parties against hostile action on the part of one or more powers. This, we need hardly point out, constitutes a considerable extension of the obligations to each other of Great Britain and Japan under the agreement of 1902.

For one thing, that agreement did not bind either of the contracting parties to give armed assistance to the other, except in the contingency of an attack upon one of them by a combination of powers. Moreover, the new treaty, by securing the maintenance of the territorial status quo in Asia, must prove a very powerful factor in securing the peace of that continent, the peace of the whole world. That it is conceived in a purely defensive spirit, and that it is not directed against the legitimate interests or the established position of any other power in Asia, we have no manner of doubt. Not only do we believe that it will maintain peace, but we do not doubt that it has also helped to make peace. There was but one thing necessary to render peace possible. This was that Japan should have assured prospect that it should be a permanent peace, and not, as we are told, a mere truce. Had Japan known during the discussions at Portsmouth that the agreement of 1902 would not be extended, and still more, had she known that it would, or might, have been suffered to lapse, she would have been obliged to impose upon Russia conditions which would have afforded her that prospect of themselves. It is obvious that, in that case, the conditions must have been far more stringent than those which she might judge she could safely accept in the circumstances which exist. With the certainty not only that the old agreement with us would be renewed, but that it had actually been superseded by an agreement of a wider purport and a closer kind, she could consent to indulge her chivalrous instincts without incurring her future safety and greatness. By signing the new treaty, which gives Japan this certainty, and not, as was naturally and foolishly alleged, by intimating to her that we wished her to accept what Russia would agree to, we have doubtless influenced her decision. Doubtless, too, this act of ours has had its weight at Petherhof, as, indeed, the same authority seems to reveal.

THE CHINESE DESERTERS FROM THE RAND MINES.

The Times published the following telegram:

Johannesburg, 29th Aug.

As I stated in my telegram yesterday, every effort is being made to cope with the situation brought about by the numerous desertions of the Chinese from the mines. The matter, however, is complicated. It was undoubtedly an oversight on the part of the Government to allow a sudden increase of the population of the Rand amounting to 50,000 to take place without providing a proportionate increase of police protection. On the other hand, owing to outcry in England concerning the introduction of "slavery," the managers of the mines allowed themselves to adopt milder measures of looking after the Chinese than prudence would otherwise have dictated.

Now that trouble has occurred and that police are wanted for the specific object of watching the Chinese employed in the mines, the question arises, who is to defray the cost? This section which is anxious to make political capital out of the Chinese question and to foster hostility of the Chinese against the miners urges that the mine owners urges that the mines must bear the whole burden, in the meantime doing its best to exaggerate the significance of the recent crimes. The mine owners point out that if the Chinese had been white miners adequate police protection would still have had to be supplied. I understand, however, that a working compromise will be effected. Meetings have been held between the Government and representatives of the mines, and also between the police authorities, the protector of the Chinese, and the managers of the mines, and it is expected that as a result an agreement will be arrived at and that the authorities will be able to cope with the evil.

Some time ago, in answer to a demand from the mines, two squadrons of Constabulary were posted at both ends of the Rand, but they were subsequently moved to the immediate neighbourhood of Johannesburg. They will now be strengthened and distributed as a chain of posts along the Rand. The cordon thus formed should prevent anything approximating to wholesale desertion. More stringent regulations will also be enforced on the mines with regard to the supervision exercised over the Chinese. In the meantime active steps are being taken to round up the deserting Chinamen, and, provided the white population keeps its head, the matter will be satisfactorily settled.

PRETORIA, Aug. 29.

In consequence of the feeling of the insecurity created by crimes which are imputed to Chinamen deserters from the mines, the Government has decided to supply magistrates and the districts near the mines with arms and ammunition for discretionary issue to the farmers, the arms to be returnable on the completion of measures for the prevention of desertion and outrages.

THE CHINESE EASTERN RAILWAY.

It is learned that the terms on which Japan's ownership of the Chinese Eastern Railway is recognised involve the payment by Russia to China of 75,000,000 dollars for China's interest in the line, the ultimate possession of which is a matter for settlement between China and Japan. It is understood that if China elects to keep the line, the above mentioned sum of 75,000,000 dollars will be paid to Japan, besides a further sum as reimbursement for the holding of the track by the Japanese military authorities. An important provision of the treaty is that both Russia and Japan are allowed to keep railway guards on their respective portions of the line, and, in the event of serious disorders, troops. The number of troops, however, must not exceed what is necessary to restore order, and they must be recalled as soon as their work is completed. With the section of the Chinese Eastern railway between Harbin and the Russian frontier, and the southern part of Russia, the above provision would in the case of a future conflict give the Power the control of the large part of Manchuria from the fertile valley of the Sungari northward. *Reuter's Petherhof Correspondent.*

"SIBERIA'S" CHIEF OFFICER IN TROUBLE.

The Manila *Cablenews* reports:—Arthur O'Neill, until recently chief officer of the Pacific Mail steamer *Siberia*, will no longer be a sailor on steamers flying the American flag. Upon being confronted with the charge of having obtained his naturalization papers fraudulently, O'Neill was compelled to petition a San Francisco judge for the cancellation of his papers of citizenship on August 11. With the default of his citizenship is removed the license permitting him to serve as an officer on any ship under the American flag. O'Neill took out his declaration of intention papers in 1902, but instead of waiting the required two years before applying for the final papers, accepted as reliable the advice given him by his friends that he was entitled to naturalization by reason of having arrived in the United States under the age of 18 years and having resided there continuously for the five succeeding years.

These irregularities were unearthed by United States Secret Service Agent Richard H. Taylor, who compelled O'Neill to petition for the cancellation of his citizenship papers and to surrender his license as an American seaman to United States Local Inspectors Bolles and Bulger.

John Francis Green, second officer of the steamship *Siberia*, was held on August 11 by United States Commissioner Heacock to answer the charge of having fraudulently obtained his certificate of naturalization. At the trial, Green admitted that he had obtained his certificate of naturalization from a forged paper he obtained from United States Local Inspectors Bolles and Bulger a license as an American seaman to United States Local Inspectors Bolles and Bulger.

The *Augusta Victoria* was launched without a hitch. In view of the agitation in favour of the transfer of a portion of the Vulcan works to the North Sea port in order that the construction of warships of the largest size may be undertaken, this circumstance is not without interest.

LAUNCH OF A GERMAN LINER.

Berlin, 29th August.

The launch of the latest addition to the transatlantic fleet of the Hamburg-American Line took place from the Vulcan yards at Stettin on Friday. The ship received the name of *Kaiser Auguste Victoria* at the hands of the German Empress, who was present at the ceremony together with the Emperor William. The Empress returned to Berlin in the afternoon.

THE ANGLO-JAPANESE SHIPPING COMBINE.

The following appeared in the Manila *Cablenews*:—Tokyo, September 23.—Back of a sale of army transports made to-day by the Japanese government lies a story of a gigantic steamship corporation which seemingly intends to compete in tremendous fashion for the trade of the Pacific. The government has parted with forty of the transports and these two are said to be the finest and most costly of the liners which were impressed for military service at the outbreak of the war with Russia.

The deal is said to have been made through the great house of Mitsui and Company which, as is well known, acts in many ways as the agent of the government. All sorts of rumours to the contrary are flying about Tokyo and Yokohama, but the facts, as ascertained by your correspondent, are that the purchaser is a company made up of British and Japanese capitalists and transportation men who foresee a great future in the carrying business of Japan.

The transports are not to be put into passenger and commercial lines without immense expense, as most of them have been radically changed by the army and may during their service as troop and supplies carriers. This, it is understood, will be done at once.

There is a report that the Nippon Yusen Kaisha is interested in the purchase but this is not substantiated. There is also talk of the Toyo Kisen Kaisha being a buyer, and it is more than likely that some of these vessels will ultimately come to them as they intend to start up their Manila-Hongkong line. The Toyo Kisen Kaisha however is building, or will build at once, immense steamers bigger than any of those sold by the government.

CHINA THE COMING POWER.

"China is bound to be the coming nation of the East. It will soon be ahead of Japan," said Rev. Dr. T. Richard to a *Daily News* interviewer. "China will be greater than Japan within half a century," the doctor declared, still in prophetic vein. The past history of China, considered with the remarkable movements now maturing there, bear me out. China has held before a larger number of people than you find in any other nation in the world. It has done that for over 2,000 years. That in this great power of organisation. Now that China is adopting new methods you will find it will still be able to hold together in face of all the world. China is determined to develop along the same lines as Japan. The Chinese are prepared to modify their laws and customs. They are going to learn everything they can from Western civilisation. In 30 years' time having learnt all that Europeans can teach them, they will get rid of their teachers, as Japan has. Then you will see them rise ahead of Japan and become as powerful a nation as any in Europe. To some extent Japan is nurturing them. The Japanese have for 10 years been organising an Asiatic League. This league is not only identified with China, but with all the nations of Asia. Statements from Siam, India, and Persia, as well as from China, are influenced by the League and visit Japan closely in connection with its objects. These are to resist the West with their own weapons, but with an Army far superior in numbers. The people of Asia are sick of the White Peril. The arrogance of Europeans has become unbearable to them. China feels this more keenly than the other Asiatic nations. The Boxer rising was but an expression of that feeling. That rebellion taught the Chinese they could do nothing against European armies without European methods. They will not rise against the Europeans again until they have learnt what the Japanese have learnt. And then as a great Power they will outclass the Japanese. The people in England—nay, in Europe—have no idea to the extent to which China is storing its arsenals and training its men. First, China does not intend to lie at the mercy of Japan. It is a mistake to suppose that Japan is going to do what she likes with China. It also means that China is determined to shake off the yoke of European tyranny, which she feels keenly. What I feel is that unless the nations of Christendom begin at once to act justly towards China the day may come when China may inflict a terrible revenge upon the white races for their tyranny in their times of weakness. I am sure that, so far as China is concerned, its development can go on with out war. That, however, depends wholly on the attitude of Europe. Let them be peaceful, and the Chinese will be peaceful. Let them make war, and the Chinese will make war. The reawakening of China has not only brought a war party to the front, it has brought a peace party to the front.

A new China is growing up that calls for a complete readjustment of mission work. The old method, by which various sects open small mission stations and work independently won't do. This is not the way to convert a great people to Christianity. The time has come to put Christian missionaries in closer touch with the governing and teaching classes of China. I venture to say some of us have already made a promising beginning. My own Society, the English Baptist Missionary Society, has for some years been devoting its time to the Society for the Diffusion of Christian and General Knowledge among the Chinese. My point is that the missionaries should inspire and direct the rulers, and persuade them to incorporate Christianity into their system of government. This ought to be 18 statesmen-missionaries sent out to each province in China. These men should keep the mandarins of the provinces well-informed about all the great forces that make for the good of mankind.

NOTICE.

Owing to the heat of the last two months, Amateur Photographers have found it difficult to prepare their work for the

LONG. HING PHOTO COMPETITION.

ON ACCOUNT OF THIS

THE CLOSING DATE OF THE COMPETITION IS POSTPONED TILL 31ST OCTOBER NEXT.

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Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication.

After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until cancellation.

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SINGER SEWING MACHINE CO.

M. R. A. E. PARKER has been appointed to be MANAGER of our Hongkong and Southern China Branches from 1st October, 1905.

Hongkong, 4th October, 1905. 2271

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PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction.

TO-ACCOUNT OF THE CONCERNED, "TO-MO ROW (THURSDAY)," the 5th October, 1905, at 2.30 p.m., at their SALES ROOMS, No. 8, Queen's Road (Corner of Ice House Street).

SUNDAY HOUSEHOLD FURNITURE: comprising—

PEAKWOOD WARDROBES WITH BEVELLED GLASS, MARBLETOP WASHSTANDS, TOILET, ETS. VENNA CHAIRS, PEAKWOOD EXTENSION DINING TABLE, SINGLE IRON BED-STEADS, PEAKWOOD SIDEBOARDS and DINER WAGGONS WITH BEVELLED GLASS, GLASS, CLO-KEY and E. P. WARE, PICTURES, CURTAINS, &c., &c., &c.

Also 2 LARGE IRON SAFES. Catalogues will be issued.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 4th October, 1905. 2274

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship

"HAI-PAAN." Captain J. S. Roach, will be despatched for the above ports TO-MORROW, the 5th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LIAO-PAIK & CO., General Managers. Hongkong, 3rd October, 1905. 2268

FOR SHANGHAI. (Taking cargo at Through Rates to TSINGTAU and CHEN-ULU.)

THE Steamship

"ITHAKA." Captain Eckhorn, will be despatched for the above port on SATURDAY, the 7th inst., at 10 A.M.

For Freight or Passage, apply to SIEMSEN & CO., Agents. Hongkong, 3rd October, 1905. 2267

BRITISH-INDIA STEAM-NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON. THE Company's Steamship

"ZIBENGHLA." Captain F. W. Packham, will be despatched as above, on SUNDAY 8th inst., at DAYLIGHT.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents. Hongkong, 3rd October, 1905. 2269

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "GHAZEE" FROM GLASGOW, LIVERPOOL AND SINGAPORE.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 12th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents. Hongkong, 4th October, 1905. 2275

HONGKONG BENEVOLENT SOCIETY.

GRAND PROMENADE CONCERT

on the VOLUNTEER PARADE GROUND, (New Tramway Station)

SATURDAY, 7th OCTOBER, 1905, at 9.15 P.M.

Tickets ... \$2 and \$1.

Tickets can be obtained at the Volunteer Head Quarters, near the Hongkong Club, or from the Committee of the Hongkong Benevolent Society.

Hongkong, 1st October, 1905. 2253

INTIMATIONS.

NOTICE.

WE have this day REMOVED our Office to 3rd Floor KING'S BUILDING, Connaught Road. MEYER & CO. Hongkong, 1st October, 1905. 2256

REQUIRED by a FIRST-CLASS MERCANTILE HOUSE in Hongkong an Experienced Man of business to act as COM'PAREDORE. Good references and substantial securities required.

Apply in writing to— MESSRS. JOHNSON, STOKES & MASTER, 8, Des Vaux Road Central. Hongkong, 1st September, 1905. 2250

LESSONS IN FRENCH.

NEW a few method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by English Lady, B. R., Care of Office of this Paper. Hongkong, 16th August, 1905. 1898

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members of the above Club will be held in the CITY HALL on SATURDAY, the 16th October, 1905, at 12.15 p.m.

By Order,

T. F. HOUGH.

Clerk of the Course.

Hongkong, 30th September, 1905. 2249

J. WATT JAMESON & CO., MARINE SALVAGE ENGINEERS.

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Hongkong, 3rd October, 1905. 2265

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Hongkong, 17th January, 1905. 1692

SAFETY BOARD OFFICE, Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every domestic building or part of such building within the Central Division of the City of Victoria and the Western Division of Kau-lung occupied by members of more than one family must be CLEANSED and LIQUEWASHED THROUGHOUT by the owner during the months of September and October.

N.B.—The word "throughout" used in this notice means that the house should be liquewashed in respect of all the walls of each room and staircase—all partition—stair casings and stair railings, all ceilings and the undersides of roofs, both in main buildings, offices and servants' quarters and inclusive of verandas.

The back yard should have its containing walls liquewashed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be liquewashed but must be cleaned.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverly Street on the West. Kau-lung is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yaumati service reservoir to the northern boundary of Kau-lung.

G. A. WOODCOCK, Secretary.

Dated this 2nd day of October, 1905. 2236

AUCTION

PUBLIC AUCTION.

MR. GEORGE P. LAMMERT has received instructions to sell by Public Auction on

MONDAY, the 9th October, 1905, at 3 P.M. at his SALES ROOMS, Duddell Street, the following

VALUABLE LEASHPOLD PROPERTY situated at Victoria, in the Colony of Hongkong, namely—

All that piece or parcel of ground situated at Victoria aforesaid, registered in the Land Office as Section A of Inland Lot 14.5. Area 1,967 square feet or thereabouts; term 99 years; Annual Crown Rent \$77.90; together with the messuage thereon known as No. 10, Caine Road, Victoria, aforesaid.

For further particulars and conditions of sale apply to JOHNSON, STOKES & MASTER, Solicitors for the Mortgagors, or to GEO. P. LAMMERT, Auctioneer.

Hongkong, 22nd September, 1905. 2184

MAP OF THE SIKIANG or WEST RIVER.

From HONGKONG to WUCHOW, Showing the Ports and Calling Places Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash.

Hongkong, 1st April, 1897.

Hongkong, 1st October, 1905. 2253

NOTICES OF FIRMS

NOTICE.

WE have this day established ourselves as GENERAL IMPORTERS, EXPORTERS and COMMISSION MERCHANTS, under the Name and Style of H. CRUZ & CO. Nos. 12 and 14 Queen's Road Central.

H. CRUZ & CO.

Hongkong, 3rd October, 1905. 2264

NOTICE.

WE have this day established ourselves as MERCHANTS. OTTO BECKER & CO. Canton, Shantou, No. 112. 1st October, 1905. 2255

PUBLIC COMPANIES

IN THE MATTER OF THE TEBAU PLANTING COMPANY, LIMITED.

IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that on and after SATURDAY, 30th SEPTEMBER, the LIQUIDATORS are prepared to distribute a first and final Dividend of Two Dollars and Twenty-six and Seven-tenths cents per Share to those Shareholders who apply for same and deposit their Share Certificates at the Office of the undersigned, Alexandra Buildings, Des Vene Road, Hongkong.

JOHN D. HUMPHREYS & SON, Liquidators.

Hongkong, 22nd September, 1905. 1218

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

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NOTICE TO SHAREHOLDERS.

PACIFIC CABLE CONFERENCE.

The report of the Pacific Cable conference of 1905, signed by the Colonial Secretary, Lord Jersey, Sir William Macmillan, and Sir Sandford Fleming, has been issued as a Parliamentary paper. It states that in approaching the questions referred to them the Commissioners had endeavoured to bear in mind that this enterprise was initiated not merely as a commercial undertaking, but also and largely for the purpose of promoting Imperial unity. They had deemed it of special importance that this the first joint commercial enterprise promoted by the various self-governing States of the Empire, should be carried through with success, and had therefore aimed at removing all sources of friction between the partner Governments, and had sought to accommodate such difficulties as had arisen in the spirit of reasonable compromise.

The Commissioners find from statistics furnished by the Eastern Extension Telegraph Company and the Pacific Cable Board, which are summarized in an appendix to their report, that in the case of New Zealand and in the States of Australia, except New South Wales and Victoria, the Pacific Cable obtained approximately in the years 1903 and 1904 the share of the total traffic between Australasia and the United Kingdom which was anticipated at the time when it was decided to lay the cable; but that in the case of the two Colonies of New South Wales and Victoria the Pacific Cable has obtained a much smaller proportion of traffic than was anticipated; and they consider that this result must be attributed mainly, if not entirely, to the fact that the Telegraph Company has been granted special wires and has been allowed to open offices in Sydney and Melbourne under the New South Wales agreement of January 16, 1904, and the Commonwealth agreement of June 8, 1903. In the opinion of the Commissioners no useful purpose would be served at the present time by discussing the action of the New South Wales Government in entering into the above-mentioned agreement, but it is sufficient to observe that when the Commonwealth Government took over the administration of the Postal and Telegraph Departments of the various States of Australia they found this agreement in existence, and considered themselves bound to recognise and carry it out, unless it could be varied by mutual arrangement between the Government and the Company. Accordingly negotiations to that end were entered into, and with a view to the immediate termination of the New South Wales agreement and of certain agreements with other States it was agreed that concessions should be made to the Company throughout all Australia, but for a limited term of years only.

The Commissioners go on to state that this Commonwealth agreement was made subject to the approval of the Parliament of the Commonwealth, to be evidenced either by Act of Parliament or by the passing of resolutions affirming the agreement in and by each House. Such a resolution was passed by the House of Representatives on July 29, 1903, and was communicated to the Senate, with a request for its concurrence therein. The Senate, after discussing the agreement at several sittings, finally adjourned the ratification on September 8, 1903, with the object of securing that the whole matter should first be discussed at a conference between representatives of the Governments who are partners in the Pacific Cable; and the Commonwealth Government agreed in the following month that such a conference should be held owing to various unavoidable causes the conference could not be assembled until June, 1905. In the meantime the Australian Government allowed effect to be given to the agreement, by permitting the Company to open an office in Melbourne and giving them a special wire to that city. The Commonwealth Government represent that their agreement is more favourable to the interests of the Pacific Cable than the New South Wales agreement, inasmuch as the latter was one of indefinite duration, while the former can be terminated after a certain date by giving two years notice in writing, and the Commissioners consider it of the utmost importance that the date of the termination of the agreement should be settled now, and not later than 1913.

Sir E. Barton claimed in his letter to Mr. Seddon of June 1, 1903, that "by reducing the term of the agreement to a reasonable period the Commonwealth has obtained for the Pacific Cable a very great advantage, which cannot fail to be of immense and increasing value" but the Commissioners feel that this advantage is not definitely secured so long as any doubt remains whether the agreement will not be actually terminated after it has been in operation for 10 years. The Commissioners therefore earnestly trust that the Commonwealth Parliament will not ratify the agreement unless Clause 25 is amended so as to read: "This agreement shall remain in force until the 31st day of October, 1913, and no longer." The partners in the Pacific Cable will then be restored to the position in which they stood prior to the making of the New South Wales agreement, and will then be free to determine their policy unhampered by any agreements arrived at by any of the Governments without previous consultation with the other partners. The Commissioners are advised that the recital in the preamble of the Commonwealth agreement, that it is desirable to substitute one agreement for certain other agreements, including the New South Wales agreement and the similar agreement with South Australia, Western Australia, and Tasmania, cannot safely be relied upon to prevent the revival of those agreements on the termination of the Commonwealth agreement. They therefore think that an express provision excluding such revival should have been inserted in the Commonwealth agreement, and they trust that such a provision will be inserted before the agreement is ratified.

The Commissioners understand, from statements made by Sir E. Barton in the House of Representatives on the occasion of the ratification by that House of the Commonwealth agreement, that the Commonwealth Government has undertaken to grant the Pacific Cable equal facilities with the Eastern Extension Telegraph Company without any qualification, as soon as that are required. They consider that the Pacific Cable Board should forthwith be given such facilities, and that the Board should take steps to secure the largest possible amount of Australian traffic by all legitimate methods of business competition. This would of course involve the Board in very considerable expense in connection with local offices and with advertising and canvassing, and the Commissioners think it might be lost to the Board the claim of the French Cable Company, the French Minister at Caracas has been grossly insulted by officials of Venezuela. He has also been subjected to insults in the streets by some of the lower classes.

Feeling in France is very high on account of the contumacy to which the minister has been subjected and it is believed steps will be taken to exact an apology. On August 5 the Federal Court of Cassation of Venezuela gave final judgment in the matter of the proceedings instituted against the Compagnie Française des Cables Télégraphiques, confirming the dissolution of the contract of the government with this company. On March 31 last President Arsal of the highest court decided that the French Cable Company had forfeited its

Australian Government have undertaken to remit all Customs duties and other charges (as specified in Clause 19 of the Commonwealth agreement with the Eastern Extension Telegraph Company) which have been or shall be levied on the Pacific Cable Board, and they hope that the Dominion Government will adopt a similar course.

In conclusion the Commissioners desire to recommend, with a view not only to the prevention of any misunderstanding, but also to the maintenance of cordial and friendly relations between the Governments in respect of the Pacific Cable, that should any question hereafter arise in connection with terminal rates, or Customs duties, or proposed concessions, or privileges to any cable or telegraph company, or respecting any other matters likely to affect the interests of the Pacific Cable, such questions should be referred to the Pacific Cable Board and the various Governments concerned for consideration before any final action is taken upon it. The Pacific Cable being the first enterprise of the kind undertaken by a number of British Governments in partnership, it need occasion no surprise if at the commencement of the enterprise some questions should have arisen touching the obligations of the various Governments towards the common undertaking, but inasmuch as they fully appreciate the far-reaching political consequences attendant on the success or the Pacific Cable, the Commissioners feel assured that the fullest possible effect will be given to the foregoing recommendations and suggestions, which they respectfully submit for the consideration of His Majesty's Government and the Government of Canada, Australia and New Zealand.—*British Trade Review.*

CITY HALL MUSEUM AND LIBRARY.

The Museum, which has been closed for some time by the Museum, was re-opened on Monday. A new ceiling has been constructed, designed to withstand the vibration of the floor of the Ball Room above it, and the whole of the interior of the Museum has been cleaned and colourwashed. Some weeks must elapse before all the specimens, which were removed during repairs, can be replaced. In the meantime they are being overhauled and recatalogued.

The Museum is open every weekday from 10 a.m. to 1 p.m. and from 2 to 4; the mornings are reserved for Chinese, who visit the building in very large numbers, the afternoons for Europeans; Saturday morning is specially reserved for Chinese women and children, and large family parties may be seen there on these occasions.

The Library, which has also been cleaned and colourwashed, is now open every weekday from 9 a.m. to 9 p.m. Besides the reading room, containing all the local and a selection of the Home papers, there are several reference collections, including many valuable and curious books, and a free lending library. To the last named considerable additions have been made of carefully selected standard English works. The collection is divided into five groups comprising Fiction, Travels, Politics and History, Biography, Poetry and the Drama, and Miscellaneous Works.

Books are issued to ticket holders only, and applicants for tickets must procure a guarantee from a resident ratemaster; forms of application can be obtained in the Library. Tickets and books must be called for by the borrower in person, as the library assistants cannot undertake to send either out.

GERMAN NEW GUINEA.

OFFICIALS ATTACKED.

The N. D. L. steamer *Wittelsbach*, which arrived in Brisbane recently, brought news of an attack made by natives on a party of German officials. It appears that a party of officials, under Mr. Stuckard, including a number of German soldiers, went to one of the rivers north of Juno Point, in Papua, German territory. They travelled in the *Siester*, the German Government's steamer. Their mission was to protect the natives of this district from another tribe, who were reported to be making raids on the coastal natives and carrying off the females of the tribe. The river was too shallow to allow of the steamer going up, and arrangements were made to make the journey in canoes. The night the party were to leave the *Siester* the natives made a raid on the vessel. The captain, Karl Möller, had a spear driven through his chin, and he was also speared in the left shoulder, and received several blows from the natives' wooden swords. The second officer, Mr. Hild, was struck with wooden swords, as also was Mr. Stuckard, who was in charge of the party. The attack was made at night, and in the dark one of the German soldiers received a scalp wound in the head from a gunshot, but his injury was not serious. Another soldier received a spear through his arm. The natives were driven off, and five were killed.

FRANCE, AMERICA, AND VENEZUELA.

Washington, September 23.—France has made representations to the government of the United States concerning the insults offered to the French minister to Venezuela by the government of Venezuela, and has arranged with the United States to discipline the South American republic.

The United States, it is understood, informed France that the actions of Venezuela would not be tolerated, and that in line with the Monroe doctrine the United States felt it incumbent on her to punish as well as protect the petty Powers of America.

Venezuela is far from patient and shows no scruple for the insults heaped on the French representative. President Castro is as usual defiant. It is expected that a joint naval demonstration will be made within a few weeks.

San Francisco, September 23.—While endeavoring to secure satisfaction with regard to the claims of the French Cable Company, the French Minister at Caracas has been grossly insulted by officials of Venezuela. He has also been subjected to insults in the streets by some of the lower classes.

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contract by failure to fulfil its terms. As set forth by Francisco Arroyo Pareja, attorney general of Venezuela, the grounds taken for the decision were as follows: "The company contracted to construct a submarine cable between La Guaira and the United States, but it built a land line over Santo Domingo, and repeated Dominican revolutions interrupted it, causing loss to Venezuelan commerce. The company also contracted to construct a national coastwise cable, but made the line international from Puerto Cabello to Coro, by touching the Dutch islands of Curacao."—*Calcutta.*

CHINESE PHYSICIANS NOT WITHOUT SKILL.

A German medical periodical, the *Student-Apotheker Zeitung*, recently published an interesting article on Chinese doctors and their methods. The Chinese physician, the writer remarks, is not always a quack, although he is generally so regarded in the Western world: There are many practitioners of medicine in China who are expert in the treatment of disease. They have become so by study of race-tradition, by close observation, and by practice, rather than by what we should call professional training. The article, as translated by the *Literary Digest*, proceeds as follows:—

"In China anybody can play the physician. No examination is necessary. As a general thing, doctors are men or education who have failed to pass the official government examination (a tremendously complicated affair, a test rather of memory than of knowledge). As educated men, in China, they are supposed to know all things, and be able to do anything and everything, even to healing the sick. If they are in earnest, they will study for a while under some aged and famous teacher, and spend a little while in diving deeper into knowledge, and if they wish to become pharmacists as well as physicians, which is generally the case, they learn how to make pills, etc. Many of these impromptu sons of *Asclepius* study but a few special diseases.

"Chinese medical literature embraces a host of books, many of which contain much matter several thousand years old (according to the Chinese chronology). According to these the heart is situated where we place the stomach, and the gall-bladder in the cerebrum: a man has 12 ribs, while a woman has 14 of them: a man's skull consists of eight, and a woman's of but six pieces. The skeleton contains 22 important and 56 unimportant parts.

"In early times there must have been in China (as there were in ancient Egypt) special medical schools, but these no longer exist. At the present time every village has its physician and apothecary shop. In every district there is a physician appointed by the Government, but without any salary attached. His duties are to determine the nature of wounds inflicted in breaches of the law, death, therefore, when it occurs, and its nature—a profitable calling to be sure? He must make reports, count the wounds and measure their dimensions, record them, and finally determine, which, if any, cause death, or whether the subject died from natural causes. The party, who gives him the largest honorarium, will of course, fare in ordinary fricas, who will give him the best. Beside these district surgeons, there is in Peking a court which has jurisdiction over questions arising as to the qualifications of physicians, and the rules governing these are obeyed throughout the empire. The members of this court are physicians to the imperial court."

Chinese physicians of much repute, we are told, never visit on foot, but must be carried to the patient on a horse, or mule, in a carriage. At the patient's residence, the doctor first rests a while, and in the meantime is served with liquors and confectionary, and often with a formal meal. He usually collects no fee, but receives a percentage of the fees of the apothecary if he does not himself have an apothecary's shop. In all cases of cure, however, he is rewarded with rich presents, whose value depends on the rapidity and completeness of the relief. To quote further:

"Aptothecary shops exist in every village of any size. Prescriptions always consist of several drugs, as many as twenty ingredients being frequently the case. They are put up in pill shape, or are given in their natural condition and boiled together by relatives. This mess, usually of very bitter taste (and whose odour generally horrifies foreigners) is always administered hot, and usually in big cups.

"A Chinese medicine book, dating back to the Ming dynasty (1368-1644) contains no less than 23,739 receipts. Materials of the *Materialis Medicis Sinensis* consist of vegetables, minerals, and articles belonging to the animal kingdom, such, for instance, as dragon's teeth, centipedes, scorpions, Spanish flies, reaches, beetles, tulips, etc.

"Chinese doctors are, however, not content with medicines alone. They are adepts in massage, especially of the head and of the stomach and bowels. When light in usage does not prove a cure or give relief (in pain of the stomach, for instance), the doctor will knock on the stomach and rub and knead with his hands and finds the painful part, and this he will keep up until the patient is relieved (or says he is). Another of his remedies is acupuncture or plunging a needle into various parts of the body—a treatment that is said to be very effective in many complaints, and is highly regarded.

"One can easily conceive, after all this, that it is not pleasant for a foreigner to get sick in China, especially in the interior part of the country, where one must depend upon treatment by native physicians. 'No coddlers at yonder, and no doctors around the house is happiness,' says a Chinese proverb."

The first essential for the preservation of the teeth is to keep them clean.

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"Chinese medical literature embraces a host of books, many of which contain much matter several thousand years old (according to the Chinese chronology). According to these the heart is situated where we place the stomach, and the gall-bladder in the cerebrum: a man has 12 ribs, while a woman has 14 of them: a man's skull consists of eight, and a woman's of but six pieces. The skeleton contains 22 important and 56 unimportant parts.

"In early times there must have been in China (as there were in ancient Egypt) special medical schools, but these no longer exist. At the present time every village has its physician and apothecary shop. In every district there is a physician appointed by the Government, but without any salary attached. His duties are to determine the nature of wounds inflicted in breaches of the law, death, therefore, when it occurs, and its nature—a profitable calling to be sure? He must make reports, count the wounds and measure their dimensions, record them, and finally determine, which, if any, cause death, or whether the subject died from natural causes. The party, who gives him the largest honorarium, will of course, fare in ordinary fricas, who will give him the best. Beside these district surgeons, there is in Peking a court which has jurisdiction over questions arising as to the qualifications of physicians, and the rules governing these are obeyed throughout the empire. The members of this court are physicians to the imperial court."

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SHIPPING.

ARRIVALS.

CHAZEE, British str., 3,242. D. Stuart Bailey, 3rd Oct., Singapore 26th Sept., General. —Dowell & Co.

HAILAN, French steamer, 377, Andersen, 2nd Oct. —Hollow 30th Sept., General. —A. K. Mart.

HAIKAN, British str., 1,183, Reach, 3rd Oct., Swatow 2nd October, General. —Douglas, Lomax & Co.

KWANTAN, Chinese str., 3rd October, from Canton.

SUSSA, British str., 1,776, T. Mitchell, 3rd Oct. —Java 23rd Sept., Sugar, —Jaceline, Matheson & Co.

WONOKOR, German str., 1,270, W. Reher, 3rd Oct. —Bangkok 27th Sept., Rice, Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE 3rd October.

Charbonier, British str., for Hoibow, Hongkong, French str., for Hoibow.

Katharine Park, British str., for Chefoo.

DEPARTURES.

2nd October.

GERMANY, German str., for Shanghai.

HELLAN, German str., for Canton.

PALAY, German str., for Swatow.

WOSANG, British str., for Canton. 3rd October.

ARRATON APUR, British str., for Calcutta.

GRANLEY, British str., for Taku.

HAIMUN, British str., for Coast Ports.

HEIMDAL, Norwegian str., for Yokohama.

MERCEDES, British str., for Weihaiwei.

NITHDALE, British str., for Saigon.

OCEANIA, French str., for Shanghai.

OTTERGOOL, British str., for Sourabaya.

POLYNESIA, French str., for Europe.

SEGOVIA, German str., for Shanghai.

SHAOSHING, British str., for Canton.

SIGNAL, German str., for Haiphong.

TEAN, British str., for Manila.

TIENSHAN, British str., for Bombay.

SHIPPING REPORTS.

The German str., *Wosang* reports: Moderate weather and moderate sea.

The British str., *Hedda* reports: Moderate to fresh E. and N.E. winds and light showers weather.

The British str., *Gowrie* reports: Light scurvy winds to E. 16 N.; light northerly winds to port.

The British str., *Suicard* reports: Fine weather throughout until 2nd inst., when experienced moderate to strong monsoon and moderate sea.

VESSELS PASSED ANJER.

Sept. 16, Nov. 1st, *Fidelity*, Brunei, Zacharias, from Delagoa Bay for Anjer.

Sept. 16, British str., *Dundalkshire*, Evans, Sept. 14, from Christmas Island for Singapore.

Sept. 17, British str., *Furth*, Davies, Sept. 17, from Batavia for Djedda and Amsterdam.

Sept. 17, from Batavia for Tjilatjap.

Sept. 17, British str., *Ida*, L. Wright, Sept. 15, from Singapore for Christmas Island.

Sept. 18, British str., *East India*, McKinlay, June 8, from Rotterdam for Batavia.

Sept. 18, British str., *Perseus*, from Colombo, Sept. 18, Dutch str., *Medway*, Klap, Sept. 18, from Batavia for Rotterdam and Djedda.

Sept. 18, Norwegian str., *Otta*, Lindhousen, July 9, from New York to Cheribon.

Sept. 19, British str., *Monarch*, from Norfolk for Yokohama.

Sept. 19, Norwegian str., *Portuguese*, Arctusen, Aug. 19, from Bangkok to Azores.

Sept. 19, British str., *E. J. Spratt*, Streach, Aug. 17, from Singapore for Mauritius.

VESSELS IN DOCK.

3rd October.

ABERDEEN DOCKS.—*Kowloon Dock*—*Ponape*, *Claverley*, *St. Dunstan*, *Empress of China*, *Kutpan*, *Albatross*, *Cosmopolitan Dock*—*Promise*.

VESSELS ON THE BERTH

FOR KOBE DIRECT.

THE British Steamer

"TAISHAN."

Captain J. T. Laing, will be despatched for the above port TO-DAY, 4th October, at Noon.

For Freight, apply to

BRADLEY & CO.

Agents.

Hongkong, 29th September, 1905. [2232]

NISSON YUSEN KAISHA.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

1905. About

"SATSUMA" ... 10th Oct.

"SIKU" ... 26th Oct.

"WRAY CASTLE" ... to follow.

For Freight and further information, apply to DODWELL & CO., LTD.

Agents.

Hongkong, 20th September, 1905. [2233]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamer to ADELAIDE, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AEGEATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

(Taking cargo at through rates to PEASAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA, and MALAGA.)

THE Steamship

"CAPRI."

Captain Borsig, will be despatched as above on 1st HURSDAY, the 12th October, at Noon.

At BOMBAY the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.

Agents.

Hongkong, 29th September, 1905. [4]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	DEETH	CAPTAIN	POE FREIGHT APPLY T.	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	NUBIA	Brit. str.	—	P. J. Fox	P. & O. S. N. Co.	On 7th inst. at Noon.
LONDON & ANTWERP	BENCLUECHU	Brit. str.	—	Roid	GIBB, LIVINGSTON & CO.	About 7th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	PERA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 23rd inst.
LONDON, AMSTERDAM & ANTWERP	ALCINOUS	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 24th inst.
LONDON, AMSTERDAM & ANTWERP	DIOME	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 24th Nov.
LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 21st Nov.
LONDON, AMSTERDAM & ANTWERP	KINTUCK	Brit. str.	—	Gregor	MESSAGERIES MARITIMES	On 17th inst. at 1 P.M.
BREMEN, VIA PORTS OF CALL	CALEDONIEN	Brit. str.	—	Leo	NISSON YUSEN KAISHA	On 7th inst. at 5 P.M.
BREMEN	BARTOSS	Brit. str.	—	Dohle	MELCHERS & CO.	On 11th inst. at Noon.
BAYERN	SELESIA	Ger. str.	k. w.	Kuisel	HAMBURG-AMERIKA LINIE	On 8th inst.
HAVE & HAMBURG VIA STRAITS, &c.	SEUVIA	Ger. str.	k. w.	Pardon	HAMBURG-AMERIKA LINIE	On 13th inst.
HAVE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Joburg	HAMBURG-AMERIKA LINIE	On 18th inst.
HAVE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k. w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 15th Nov.
TEILESTE, &c., VIA SINGAPORE, &c.	SILESIA	Aus. str.	1 m.	L. de Stabile	DODWELL & CO., LTD.	About 29th Nov.
MAURITIUS, LONDON & ANTWERP, &c.	SATUMA	Brit. str.	—	Petersen	CARLOWITZ & CO.	On 7th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ALBENGA	Ger. str.	—	Shewan, Tomes & Co.	SHEWAN, TOMES & CO.	On 29th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ALSTON	Brit. str.	—	R. Arcubald, E.N.E.	CANADIAN PACIFIC R. CO.	On 18th inst.
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	2 m.	E. V. Roberts	CANADIAN PACIFIC R. CO.	On 1st Nov.
NEW YORK VIA PORTS & SUEZ CANAL	ATHENIAN	Brit. str.	1 m.	McArthur	DODWELL & CO., LIMITED.	On 14th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SHAWNUT	Am. str.	—	Metzenthin	PORTLAND & ASIATIC S.S. CO.	On 7th inst. at Daylight.
NEW YORK VIA PORTS & SUEZ CANAL	PINSUARY	Brit. str.	1 m.	Woltemans	GIBB, LIVINGSTON & CO.	To-day at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	ARABIA	Ger. str.	—	Woltemans	MELCHERS & CO.	On 16th inst.
NEW YORK VIA PORTS & SUEZ CANAL	AUSTRALIAN	Brit. str.	—	PRINZ WALDEMAR	BUTTERFIELD & SWIRE	On 17th inst. at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	CHINGTU	Brit. str.	1 m.	G. M. Montford	BUTTERFIELD & SWIRE	On 9th inst.
NEW YORK VIA PORTS & SUEZ CANAL	TAIYUEN	Brit. str.	—	Eckhorn	SHEWAN, TOMES & CO.	On 8th inst.
NEW YORK VIA PORTS & SUEZ CANAL	POONA	Brit. str.	—	Haraldsen	OSAKA SHOSEN KAISHA	On 8th inst. at 10 A.M.
NEW YORK VIA PORTS & SUEZ CANAL	TAISHAN	Brit. str.	—	H. Ohta	OSAKA SHOSEN KAISHA	On 8th inst. at 10 A.M.
NEW YORK VIA PORTS & SUEZ CANAL	WOSANG	Brit. str.	—	Thorstensen	OSAKA SHOSEN KAISHA	To-morrow at 8 A.M.
NEW YORK VIA PORTS & SUEZ CANAL	KWONGSHAN	Brit. str.	—	J. S. Reach	DOUGLAS LAPRADE & CO.	To-morrow at 10 A.M.
NEW YORK VIA PORTS & SUEZ CANAL	SHALOSHING	Brit. str.	1 m.	F. W. Packham	BUTTERFIELD & SWIRE	On 9th inst.
NEW YORK VIA PORTS & SUEZ CANAL	COHOMANDEL	Brit. str.	—	R. Rodger	JARDINE, MATHESON & CO.	On 8th inst. at Daylight.
NEW YORK VIA PORTS & SUEZ CANAL	ILAKA	Ger. str.	1 m.	A. H. Neddy	SHEWAN, TOMES & CO.	On 6th inst. at 4 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	FRITHJOF	Ger. str.	1 m.	Brouwers	BUTTERFIELD & SWIRE	On 7th inst. at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	DAIJIN MARU	Jap. str.	—	Bolito	JARDINE, MATHESON & CO.	On 11th inst.
NEW YORK VIA PORTS & SUEZ CANAL	PROMISE	Ger. str.	—		CARLOWITZ & CO.	On 12th inst. at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	HAITAN	Brit. str.	2 h.			
NEW YORK VIA PORTS & SUEZ CANAL	KANSU	Brit. str.	—			
NEW YORK VIA PORTS & SUEZ CANAL	ZIBENGHLA	Brit. str.	—			
NEW YORK VIA PORTS & SUEZ CANAL	LOONSHANG	Brit. str.	—			
NEW YORK VIA PORTS & SUEZ CANAL	ZAFIRO	Brit. str.	—			
NEW YORK VIA PORTS & SUEZ CANAL	RUBI	Brit. str.	—			
NEW YORK VIA PORTS & SUEZ CANAL	CEBU & ILOTTO	Brit. str.	—			
NEW YORK VIA PORTS & SUEZ CANAL	BATAVIA, CHIPREBON SAMARANG & C.	Am. str.	—			
NEW YORK VIA PORTS & SUEZ CANAL	SINGAPORE, PENANG & CALCUTTA	Am. str.	—			
NEW YORK VIA PORTS & SUEZ CANAL	SINGAPORE, SOUTHERN BAY AND SAMARANG	Am. str.	—			
NEW YORK VIA PORTS & SUEZ CANAL	BOMBAY VIA SINGAPORE & PENANG	Am. str.	—			
NEW YORK VIA PORTS & SUEZ CANAL	BOMBAY VIA SINGAPORE & PENANG	Am. str.	—			
NEW YORK VIA PORTS & SUEZ CANAL	CAPRI	Ital. str.	—			

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
 MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND HUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.		DUE
STEAMERS		
GLASGOW and LIVERPOOL.	"KINTUCK"	On 4th October.
GLASGOW and LIVERPOOL.	"CALCHAS"	On 17th October.
GLASGOW and LIVERPOOL.	"DEUCALION"	On 24th October.
GLASGOW and LIVERPOOL.	"MENELAUS"	On 31st October.
GLASGOW and LIVERPOOL.	"PINGSUEY"	On 13th October.
GLASGOW and LIVERPOOL.	"HECTOR"	On 6th November.
GLASGOW and LIVERPOOL.	"GLAUCUS"	On 14th November.

HOMEWARDS.		TO SAIL
STEAMERS		
FOR LONDON, AMSTERDAM and ANTWERP.	"ALCINOUS"	On 7th October.
GENOA, MARSEILLES and LIVERPOOL.	"AGAMEMNON"	On 15th October.
LONDON, AMSTERDAM and ANTWERP.	"DIOMED"	On 24th October.
LONDON, AMSTERDAM and ANTWERP.	"MACHAON"	On 7th November.
GENOA, MARSEILLES and LIVERPOOL.	"CHINGWO"	On 15th November.
LONDON, AMSTERDAM and ANTWERP.	"KINTUCK"	On 21st November.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA.	"PINGSUEY"	On 1st November.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN" "MACHAON"	On 24th October. On 3rd November. For Freight, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 25th September, 1905.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO AND SHANGHAI	"SHAOHSING"	On 6th October.
SWATOW, CHEFOU and TIENTSIN	"KANSU"	On 9th October.
YOKOHAMA AND KOBE	"TAIYUAN"	On 9th October.
CEBU and ILOILO	"SUNGKUANG"	On 11th October.
MANILA, ZAMBOANGA PORT, DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS, VILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHINGTU"	On 16th October.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
 * Taking cargo on through bills of lading to all Yangtze and Northern China Ports.
 * Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
 REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
 For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 2nd October, 1905.

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OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

THE CO'S S.S. LEAVING

TAMSUI VIA SWATOW AND AMOI

FOR SWATOW VIA AMOI AND ANPING

* SHANGHAI VIA SWATOW, AMOI AND FOOCHOW

* This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with electric light.

* Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office.

At No. 8, Des Vieux Roul Central, Hongkong, 4th October, 1905.

T. ARIMA, Manager.

[14]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.

SHAWMUT	9,606	E. V. Roberts	Saturday, October 11th
HYADES	3,753	E. W. Wright	Saturday, November 24th
REMONT	9,606	T. W. Gordick	Friday, December 9th
LYRA	4,417	G. V. Williams	Saturday, December 29th
PLEIADES	3,763	F. G. Purinton	Friday, December 29th

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "REMONT" are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures stowage at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 20th September, 1905.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS

* SHANGHAI VIA SWATOW "KWONGSANG" Thursday, 5th Oct., daylight.

SINGAPORE, SOURABAYA and "FOOSHING" ... Thursday, 5th Oct., 3 P.M.

SAMARANG, TIENTSIN VIA SWATOW and CHEFOU "WOSANG" ... Friday, 6th Oct., Noon.

* MANILA, TIENTSIN "LOONGSANG" ... Friday, 6th Oct., 4 P.M.

* SINGAPORE, PENANG & CAECUTTA "KUTSANG" ... Tuesday, 10th Oct., 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking cargo on through Bills of Lading to Chusan, Tientsin, Newchwang and Yangtze Ports.

* Taking cargo on through Bills of Lading to Laha, Davao, Simporia, Tawau, Kuda, Usika, Jesselton and La Buan.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO.

GENERAL MANAGERS.

Hongkong, 4th October, 1905.

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NOTICES TO CONSIGNEES

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "LOWTHER CASTLE" FROM NEW YORK.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th October will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 7th October, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th October, at 3 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hongkong, 28th September, 1905. [233]

OCEAN STEAMSHIP COMPANY, LIMITED,

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"TYDEUS"

are hereby notified that the cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., where in both cases it will be at Consignee's risk. The cargo will be ready for delivery from Craft or Godown on and after the 3rd October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 6th October.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 6th October will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 10th October, or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 29th September, 1905. [9-10]

FROM ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"TYDEUS"

Captain Schoenfeld, having arrived from the above ports, Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional cargo will be forwarded unless notice to the contrary is given before To-day.

Any cargo impeding the discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consign

